

WORLD'S RAILROADS TURN TO U. S. FOR THEIR MATERIALS

Exports For the Last Fiscal Year Were Over \$150,000,000 in Value

500% GAIN IN SIX YEARS

WORLD'S R. R.—Weekly—cluded in Locomotives; Evidence of Confidence in Quality of American Manufactures; France Largest of the Buyers.

The railroads of the world are now turning to the United States for material with which to renew and enlarge their working plants. Our exports of railway material in the fiscal year 1920 aggregated over \$150,000,000 in value as against \$30,000,000 in 1915 and \$25,000,000 in the year before the war.

Necessarily, says a statement by the National City Bank of New York, the world's railways "marked time" to a very considerable degree during the war, especially in new construction. Even in our own country the number of miles of road constructed in the six years since the beginning of the war has been little more than that of certain single years during the period of our active railway construction. In Europe the construction of new roads was, of course, limited by war demands and in many cases the destruction of existing lines. In other parts of the world, however, the demand for new construction and supplying materials therefor the industry of railroad building came also to practically a standstill, and the world's railway mileage emerged from the war period showing but a small percentage of gain over that at its beginning.

It is not surprising, then, to find that our exports of materials for railroads in 1920 are six times as much in value as in the year preceding the war. Indeed the grand total of materials exported for railroads would probably approximate, and perhaps exceed, \$200,000,000 if complete figures could be obtained. In certain lines such as steel rails, other track materials, locomotives and cars, both freight and passenger, exact figures are available. But it is not practicable to determine what proportion of the \$25,000,000 worth of structural steel or the \$50,000,000 worth of metal working machinery exported in 1920 was for the railroads. In locomotives alone the total exports in the fiscal year 1920 amounted to \$13,000,000 against \$25,000,000 in 1919 and less than \$1,000,000 in the fiscal year 1914, all of which preceded the war. Of steel rails the total for 1920 was \$32,000,000 against \$10,000,000 in 1914, and of other track materials, including "frogs," switches, spikes and ties, exported in 1920, \$12,000,000 against approximately \$5,000,000 in 1914. Railway cars for freight purposes show very large totals in the exports. Of 1920, \$54,000,000 against \$13,000,000 in 1918, and \$5,000,000 in 1914.

This demand for new materials for construction or equipment of world railroads is especially interesting as evidence of the world's growing confidence in the quality of American manufactures. The calls for this high grade product come from every direction. Of the \$53,000,000 worth of freight cars for steam railways exported in 1920 no less than \$31,000,000 worth went to France, \$17,000,000 to Italy and \$5,000,000 to Cuba. Of the \$32,000,000 worth of steel rails exported in 1920, the distribution was much wider. \$11,000,000 went to Japan, \$5,000,000 to Cuba, \$1,000,000 to China, including the leased territory of Kwangtung, \$1,500,000 worth to Brazil, \$1,300,000 to France, \$2,000,000 to British South Africa, \$1,000,000 worth to the Philippines, \$1,500,000 worth to the Dutch East Indies, and \$750,000 worth to Peru. Of the \$43,000,000 worth of locomotives exported in 1920 over \$8,000,000 worth went to Italy, \$2,000,000 worth to France, \$4,000,000 to Cuba, \$2,500,000 to Brazil, \$1,000,000 to China, including Kwangtung, nearly a million dollars worth to Russia and Europe and one-half million dollars worth to Russia and Asia, while our nearby neighbors, Canada and Mexico, took about one-half million dollars worth each.

This call from the outside world for \$160,000,000 worth of high grade manufactures for use of railways is merely a part of the growing world demand for our manufactures, of which our exports have grown from approximately \$2,000,000,000 in the year before the war to \$2,500,000,000 in the fiscal year ending June 30, 1920, and promises to exceed \$4,000,000,000 in the current calendar year.

THROUGH TRIP TICKETS

They Are Placed on Sale by the West Penn. Railway Company.

The West Penn. Railway Company has posted notices in cars and stations announcing a new system of universal trip tickets. They are designed so that regular and transient riders may purchase at division offices a "through" ticket of one coupon at the ticket rate of 5-1-4 cents, as filed in its new tariff of September 19.

These tickets are of distinct advantage to the public inasmuch as persons having occasion to ride through six zones may purchase a ticket for 53 cents whereas to take advantage of the lowest rate he must buy eight tickets for 50 cents. These new tickets may be purchased in any quantity. Regular riders through three or more zones may purchase these tickets, each good for a through ride thereby relieving themselves of the necessity of carrying large quantities of tickets at any time.

If you have coal land for sale advertise it in The Weekly Courier.

A NEW LOW RECORD FOR CAR BUILDING PROSPECT FOR 1920

Total For First Seven Months Was Only 21,000 Freight and 49 Passenger; Many Unfinished Orders.

During the first seven months of the year the 23 leading car building companies had turned out but 21,000 freight and 49 passenger cars for the domestic railroads. This very small output indicates a new low record for the year, says Railway Age.

At the opening of the year builders had orders for 21,815 freight and 497 passenger cars. Orders increased until at the end of July they amounted to 30,575 freight and 511 passenger cars, including 1,000.

The number of freight cars built this year up to July 31 and the number on order on that date combined amounted to 71,275. Therefore, if all on order at that time were built before the end of the year, the total number built in the year would fall far short of the 100,000 which past experience indicates should be built each year to take the place of those which are 60 daily worn out that they should be scrapped. The number of passenger cars built up to the end of July and the number on order at that time amounted together to 860. If all those on order at the end of July should be built before the end of the year, the number of new passenger cars provided would be substantially less than in any previous year except in 1919, when it was 306.

The smallest number of freight cars ever built in one year for domestic service was in 1915, when it was 58,255. The next smallest number was in 1910, when it was 61,062.

The Railway Age attributes the small output of cars not only to the comparatively small orders placed by the railroads thus far this year, but also to the great difficulties the car builders have met in getting labor, and especially materials. "Doubtless with labor and material conditions improving," it continues, "the car building companies, if given opportunity, could within the near future largely increase their production. Whether they still be given the opportunity will depend on whether the railroads increase their orders and this, in turn, will depend upon the financial showings made by the railroads under the new rates."

Meantime, the railroads are not only repairing large numbers of their old cars in their shops, but are having an unprecedented number repaired in the shops of the car building companies. The number of cars under repair for heavy repairs at the end of July was 23,511, and the car builders were finishing repairs at the rate of about 2,500 cars a month.

CONDUCTOR FINED \$2,500 FOR THEFT OF TAX ON FARES

Thomas Lee, Western Maryland Man at Cumberland, Pa., and is Given His Freedom.

CLIMBERLAND, Sept. 25.—Thomas M. Lee, of 80 Cumberland street, a former passenger conductor on the Western Maryland railroad, and who was one of the oldest conductors on the line in point of service, between Cumberland and Elkins, who was indicted at Elkins, July 7, and arrested the same day, being released for trial under bond of \$5,000, was tried in federal court at Martinsburg and pleaded guilty to all the counts in the indictment. The court fined him \$2,500, which he paid and was released.

The case caused considerable interest here and in railroad circles where Conductor Lee is very well known. He was charged with the larceny of war tax on cash fares collected by him and not reported. The action was taken as result of checkings and investigations by federal agents, the entire system being checked during 1917, the discovery being then made of a large amount in fares and tax being collected and not turned in to the company. Lee was tried on the war tax indictment only.

GREENE COUNTY SALES

Of Coal Land Include a Number of Important Transactions.

Recent sales of coal land in Greene county include the following transactions:

Purchased by the Whitely Coal company, 28 acres interest of Frank W. Meighen in Whitely township, \$8,907.64; 56.74 acres from Joseph Stern in the same township, \$25,863.61; John B. Gordon, guardian, 2.12 acres in same township, \$606.17; Joseph and Samuel Stern, one-third interest in 23 tracts in Whitely township, \$125,193.68; John E. Hess of Uniontown, 68.67 acres in Whitely and one-half interest in 17.95 acres in Franklin and one-sixth interest in three tracts in Whitely and Franklin townships, containing 515 acres, \$37,109.86; one-sixth interest of William McK. Smith in a tract of 134.73 acres in Whitely and Franklin townships, \$10,052.03.

The Greene Improvement company has acquired 116.81 acres in Whitely township from Laura M. Morris of East Waynesburg; consideration \$33,302.10. The same company has sold to the Whitely Coal company five tracts in Whitely township; consideration \$1.00.

R. L. O'DONNELL DEAD

Pennsylvania Official Had Been Ill for Several Months.

PHILADELPHIA, Sept. 29.—Pennsylvania railroad officials were advised or death in Memorial hospital Tuesday of Richard L. O'Donnell, vice president of the Pennsylvania, in charge of the central region at Pittsburgh. He had been ailing several months.

New West Virginia Coal Co. The Craig Coal company has been organized at Morgantown with a capital of \$200,000 to operate near Kingwood, Preston county.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, September 25, 1920.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	Beatty	Mc. Alessandri Coke Co.	Greensburg
183	Beatty	Beatty & Sons	Greensburg
184	Beatty	Beatty & Sons	Greensburg
185	Beatty	Beatty & Sons	Greensburg
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Connellsville Machine and Car Company

—Manufacturers of—

Steam, Air and Electric Driven

country banks practically all of which is becoming more noticeable in the country without apples. Their total production of apples is estimated at 100,000 bushels. The cessation of shipping and a

MILITARY ETHICS AND WOMEN VOTERS.

The discovery made by Conrad and his associates in attempting to determine the Republican women of the town in 1903 of their right to vote at the coming election was more than proof of the sincerity of the women and the need in the state for an organization of female county as well as state and advocates of woman suffrage.

Presuming themselves to have become adept through long practice, in the arts and devices employed to which

the polls at all hazards instead of making an appeal to the intelligence of the voters, they have become obsessed with the notion that they can pull off any kind of a trick and get away with it. Fortunately for the cause of cleaner elections many of the delays made to hoodwink deceive or cheat voters are so plainly brought to light in plan and execution that they are nipped early in the game or are excluded and blocked.

The failure to make return of the names of voters has been a serious

known to be Republicans who carefully reporting the names of those in the opposite political faction in a place in the bone head category of Blackfoot achievements. Although the unheralded raid on Republican Uniontown a few days ago, it might have been known that a stupid attempt to disqualify Republican women would have been uncovered. Balance seems to have been placed however on the familiarity of women with the dark un-

various ways of the political trickster, and that even if the women discovered the omission of their names from the tax collectors' books they would innocently regard it as an administrative oversight, and not as a deliberate attempt to establish their right to vote in this respect the schemer would be reckoned without their host.

The keepchildren women of Dunbar Township No 3 and elsewhere in the county may be inexperienced in political politics as exemplified by their coerced and unethical use of the Barfooters but they are in no manner less feisty and confident as it would suit the purposes of the Democratic strategists in the Lingling and Greenway wards. If the unfairness of their natural and acquired inferior attempt to cheat them

entitled in spite of the events how-
ever the Democratic party is
not was a rising with might and main
to secure the ratification of the suffrage
amendment.

In seeking to win at the polls the
Democrats have never scrupled to
use the methods or means employed to se-
cure the votes of men or to in-
fluence the vote of the opposi-
tion. Now that women have become
voters every consideration of fair play
and justice demands that the same

But this is not in accord with Barefoot ethics. Apparently if not actually, they are to be engaged in their political manners as they have been in their division of the politics

**SERVING CAUSE OF PUBLIC
EDUCATION**

Parents of school children are being reminded through notice from the Department of Public Instruction that they must be more alert to their

and responsibilities under the compulsory school law. The teachers are being impressed with the fact that they must be more careful and exact in their reports of attendance. At the same time the authorities of the school districts are being brought to their attention of their responsibility for enforcement of the law.

It is being clearly pointed out that the parent or other person having control of a child between the ages of eight and 18, shall send such child to school and see to it that his attendance is continuous throughout the

During school term failure to comply with this provision of the law subjects the offender to arrest and fine.

When absence of children from school does occur the parent or guardian may furnish written evidence to the school authorities that he is correctly settling forth all the facts in the case. When the tardiness of a child at the school seasons aggregates the equivalent of three days the parent is liable to a fine and loses the person having control of the child when he becomes subject to the penalties provided.

Minor children under 14 can be employed only about the house.

The whole purpose and intent of the new legislation is to emphasize the importance of the compulsory school law. The purpose of the new legislation is to emphasize the importance of the compulsory school law. The purpose of the new legislation is to emphasize the importance of the compulsory school law.

to see that no child entitled to the privilege of securing an education shall by his own acts or through the neglect of persons responsible for his care or control be deprived of this boon. To thus serve the cause of public education every citizen, school officer and teacher should lend their willing co-operation in carrying out the program to secure regular attendance during the term sessions begun.

The experience of Candidate Cox in that Arizona wreck will be helpful in carrying the shock due the Democratic Party.

PERIL OF SENSATIONAL PRICE
SMASHING.

While there are certain indisputable evidences that an adjustment of prices is in progress and many dependable signs point to a decline in market values all along the line it does not appear to be the part of wisdom to place too much reliance upon some of the very subtle price reduction propaganda now being circulated. That several clever publicists and promoters have been able to pull over on some unsuspecting newspapers to the

It should be remembered that we are in the midst of a presidential campaign wherein the Democratic party is the possessor of which more than the other party. World War has been

...the party has been since before its accession to power seven years ago. It is a so called rejection of the High Cost of Living and committed by its leaders national platform and candidates to this accomplishment and the course of the campaign having developed a situation where all the issues supported by the party leaders have failed to arouse the interest

The only recourse left is to make the people believe that we are on the eve of a veritable jandelie in prices and that to the virtue wisdom and power of the Democratic party is to be ascribed all the honor glory and credit of an almost overnight restoration of pre war prices. This done

and with election but five weeks ahead the engineers of the project can point with pride to another achievement of the Administration in an eleven hour appeal to the voters to sustain the fast winning cause of Democracy now nearing the close of its first year.

In their inspiration to create such a diversion and utterly regardless of the consequences of a sudden crash of the stock and the complete overturn of the commercial structure there are individuals and agencies that would not scruple to assist by every means at their command to precipitate conditions bordering on a praetorium.

We have some of the individual and agencies here in Connecticut

like the suckers in far time who were willing to sacrifice the sons of all their neighbors in order that the latter themselves might escape the danger of facing the guns of the enemy (they would impair every business and financial interest in the community to realize their own selfish desire to gain some temporary advantage over their friends or neighbors. Blind to the fact that a sudden onset of values would result in reduced wages unemployment for our citizens and business paralysis for every enterprise in the country.

The prices have been unreasonable-ly high there is no dispute. They were made high because sellers could get what they demanded and have been kept high by the prodigal buying of the people and the no less prodigal waste of time that should have been

devoted to production instead of consumption. Prices are coming down and will follow their predetermined course in an orderly manner and without injury or rearrangement to the employment of men or capital. The sensational attempts to create a smash of values are resisted. Otherwise there will result an economic disaster.

and depression of greater severity and longer duration than the country has ever known. In such event it may then expect to hear the loudest and most bitter wail from those who have had the most to do with bringing about the state of affairs about which they will complain.

CRITIC TO AN VOLUNTARILY.
A situation has developed with respect to garbage removal, which the Council emphasizes the fact that the Council has already too long deferred taking up this subject and pressing it to the front of the agenda.

Out of the abundant experience of the private householders of the city have had with private contractor systems of collection it has been made plain that after a year that they are a failure and it is unfair to the contractors to say that all of them have been at fault although some of them have not applied themselves to the business as diligently as they should perhaps. In the case of the present and some other contractors, securing labor has been so difficult almost impossible to overcome hence the service rendered has been

become increasingly unsatisfactory. Faced by such conditions which are precisely like those prevailing many times in the past it would seem that the time has come when council cannot longer delay working out a garbage collection system that will prevent a recurrence of the conditions complained now so generally made that garbage is not being removed. If the matter comes to the attention of the State Department of Health it is quite probable the city will be placed in the position of being compelled to take steps to meet the situation. It will in every way be more desirable to do so voluntarily than under orders of the state.

The team I took were having a hard time keeping track of the different orders and interpretations of orders

School at entrance is to neither say no nor a joke this way

Those Massachusetts patriot who voted for Poiré as treasurer of the Bay State all doubtless have a few things to say in denigrated sections of the country who will insist upon voting for Cox for president

It is quite natural to expect that the hero of the doctrine of tariff for revenue only would also be the advocate of suffrage for Democrats

2 0 0

Looking Backward
News of the Past Condensed from the Files of The Courier.

FRIDAY, OCTOBER 1, 1880.
Many young ladies of Connelville are becoming confirmed cigarette smokers.
J. Hollingshead is appointed pastor of the Methodist Episcopal church.

W J Rainey of the Cleveland Rolling Mill company, comes to Connellsville.

Baltimore & Ohio yard at the place has been provided with safety signal watches. Three light house switches also have been placed in the yard.

James Mulligan employed at the Baltimore & Ohio shops here loses a portion of his thumb while at work.

Two hundred and sixty persons are employed in the coal mines of this county.

William Cooley of this place and Miss Lizzie B Morgan of Dunbar are married at Scottsdale. Rev J H Stevenson performed the ceremony. Patrick McDonald 10 years old is so badly injured when he falls between a Baltimore and Ohio train at Scottsdale that the amputation of both legs is necessary. Mrs Lottie Caldwell 20 years old dies at her home here. Three deaths from diphtheria occurred within the past week. They are William Mestreat son of Mr and Mrs John

daughter of Mr. and Mrs. William
 Autenreid and James Gault, 17 years
 old, of the Association on Grand
 W. O. David and Miss J. M. Sturge-
 both of Smithfield are married at the
 home of the bride's parents with Rev.
 C. Morgan of this place performing
 the ceremony.

—
FRIDAY, OCTOBER 3 1890
 Detailed report of the Connellsville
 broke trade for the week ending Sep-
 tember 2 shows a total of 15 564 ovens
 in the region of which 13 478 are in
 last and 2 086 idle with a total esti-

and production of 128,066 tons price furnished \$2.18 foundry 52.45
The National Pipe Foundry Scottsdale
the method of constructing a bridge across
Connell avenue
The engine of the train runners
the National Pipe Foundry Scottsdale
a delivered off and the men have re-
turned to work
The National Natural Gas com-
missioner gives assurance that rates in
this territory will not be increased. In
this connection he rates have advanced
from 1.25 per foot to 1.50
The number of pupils enrolled in the
schools during September was 340
The new building at the corner of Main
and Pittsburg streets has been com-
pleted
The McCormick and A. W. Bishop
are building an additional, story to their
Main Street property
All C. Field minstrels are coming

Marriage licenses are issued in Uniontown as follows Bryan Bruner of Pittsburgh and Reesie Buttermore of Connellsville John T. Rush and Elizabeth McGrath both of Connellsville William H. Dunnbaud and Nancy Adams both of Saldick township Michael Kravak of Morrell and Thelma Kienle of Connellsville Thomas H. Huston and Marie E. Blyler of Uniontown John Horne and Lella Locke of Vanderbilt Jacob Stauffer and Frances White both of Saldick township Henry Wagner and Catherine Jackson both of Connellsville George Miller and Edith Williams both of Dunbar George M. Bishop of Connellsville

Ellisville and Elmidea Hixon of Dawson, and John and Edna Hixon of Ellisworth Jeffries and Jane B. Woods both of Belle Vernon, Alexander Hockmuth and Mary Fydel, both of Morrel.

—

FRIDAY, OCTOBER 5, 1906.

Detailed report of the Connellsville coke trace for the week ending September 8 shows a total of 20 462 tons in the region of which 14,042 are in the last and 6,419 idle with a total estimated production of 150 877 tons per furnace \$2 25 \$2 35 foundry \$2 50. 2 75.

At a growth has assumed various new

Good crowds are turning out at the Fayette county fair being held in Uniontown.

Burgess J. B. Hurst heads a delegation which confers with the Superintendent Robert Fitzcarr of the Pennsylvania railroad relative to the erection of a new bridge over the river.

[illegible]

from the prospective groom did not seem to interfere just about the time the wedding and the church were all being planned. The bride's father, Mr. J. H. Anderson, of New Haven, to witness the ceremony. The wedding took place in the evening, the guests re-embarking in the morning.

Marriage licenses are issued in Litchfield as follows: Frank J. Tropea and Mary Summ, Miss Burtz P. Davis and Charles Anderson, both of Conn.; Basil and Mary of New Britain; John and Mary of Meriden; Charles A. Braxell and Belle Vernon and Rose A. Chaffin; and Edward and Edna of Litchfield.

Married a King both of Litchfield. Herman

FRIDAY SEPTEMBER 26, 1914.
Detailed report of the Connellsville
High School for the week ending Sep-
tember 24th who is a total of 30,133 over
the region of which 27,116 are in
the district and 3,017 idle with a total en-
rollment of 344,666.
After telling seven has left the lat-
est 10 P. M. for at 1 o'clock in
the morning a number of not quite by
the school in the case of the
Frank Smith charged to the school
the new addition to his high school
used for the first time. The boys
of over 100 students and the
M. A. Pegg, and the girls and

[illegible]

•

Abstract

'father' and 'goat' are synonymous

PICTURES FORM AN INTERESTING PART HISTORY OF 110TH

Are of Great Variety and Number, Dating From 1892 to 1919.

MANY STIRRING SCENES

Recalled by the Collection: Portraits of Officers and Men Killed in Action or Died from Wounds in Most Impressive Part; Local Men in Uniform.

A feature of the "History of the 110th Infantry," which possesses great interest for former members of the regiment and will become increasingly so with passing years, is the extraordinary number and the variety of illustrations. These are made from actual photographs, some of which were formerly grouped and posed for the purpose, others are snapshots and still others are official views taken by the United States Signal Corps during the term of service in France. In point of time the oldest picture is a group of officers of the 10th Regiment, N. G. P., taken at Homestead in 1892. This shows Colonel A. L. Hawkins, commander of the regiment, and his staff, among whom were the late H. E. Robbins of Greensburg, then regimental quartermaster with the rank of lieutenant, and Major George W. Neff, surgeon. Captain George A. Munson, and Lieutenants Alex. J. Johnston and Samuel A. DuShane, officers of Company D, are in the group.

Later pictures depict the departure of the regiment for the Philippines in 1898. An officers' group taken at San Francisco shows Major Neff, surgeon, and Lieutenant L. P. McCormick, assistant surgeon, and Major Everhart, Major of the 1st Battalion.

A number of smaller pictures portray places made historic by the actions in which the regiment was engaged against the Spaniards and rebellious Filipinos. An interesting photograph in this collection is one of Private Edward Martin, who became lieutenant colonel of the 110th and directed its movements in many of the important engagements in France.

The next group relates to the scenes and incidents on the Mexican border during the service there in the summer of 1916.

The training period of the regiment at Camp Hancock, after its call into the federal service on July 15, 1917, furnishes subjects for another group of pictures, among them being full length snap shots of the late Captain R. S. Morton and Lieutenant J. M. Dilworth of Company D. While enroute to France Captain Brand, commander of the British ship "Demosthenes," which carried headquarters and the auxiliary units, took a snap shot of a group of which Lieutenant Colonel Coulter and Major McKee were members. After his return to the United States Captain Brand mailed the picture to Mrs. Coulter, all soldiers being prohibited from carrying or using cameras. Another view of Major McKee shows him deriving much comfort from a seance with his favorite pipe while promoting the deck.

The thrilling events which transpired while the regiment was on French soil quite naturally form the subject for the largest number of pictures, the most impressive of which are the portraits of the fine young men who laid down their lives on the field of battle or were wounded and later died in the hospitals or prison camps of the Germans. Among these are Lieutenant Samuel S. Crouse and Sergeant John C. Tressler of Company C, Captain James E. Zuber and Lieutenant William C. A. Wagner of Company E, and Lieutenant Wilbur Small of Company D, all killed in action; Captain Howard C. Bradock of the Supply Company, who died of pneumonia, following gassing, and many others.

The picture of the chateau utilized as regimental headquarters at Compiègne, shows but a portion of the building and ragged walls standing as the result of the explosion of an American gas reproduction of an aeroplane photograph gives the reader a clear conception of the character of the ground over which the regiment chased the Boches and won everlasting renown as "Hell Fighters." A half page illustration of the "whipped" tanks of the 110th going into action near Varennes presents a wonderfully life-like view of an attack on the German lines.

The individual members of the band are easily recognizable in an excellent group picture of this organization taken in France.

STAUFFER STORE SOLD

Chewick, Pa. Man Takes Over Establishment in Pittsburg Street. Stauffer's book store in North Pittsburg street, which has been conducted by Mr. and Mrs. Jay C. Stauffer for the past several years has been sold to J. W. Barbour of Chewick, Pa. The deal becomes effective at once and Mr. Cheswick is here to take immediate charge.

The store has recently been equipped by Mrs. Stauffer, Mr. Stauffer, being assistant cashier of the East Pittsburg National bank of Wilkensburg. The Stauffer home in South Pittsburg street was recently sold by the Cropp estate to Bert Hart of South Connellsville.

SOMERSET'S POPULATION IS 82,112

Somerset county had a population of 82,112 at the time of the taking of the 1920 census, according to announcement today by the Census Bureau.

This is an increase of 14,395 or 11.3 per cent over the population of 1910.

JUDGMENTS FOR \$51,000 TAX ON STOLEN LIQUOR

One Against White Rock Co., Connellsville, in List Filed in Uniontown.

CLAIM TOTALS \$15,428

Papers Are Filed on File in Uniontown By Internal Revenue Office of 23rd District; is Echo of "Raiding" of Nearly all Plants in the County.

Judgments aggregating \$51,333.88 against Fayette county distilling companies covering tax on whisky alleged to have been stolen during the epidemic of "robberies" several months ago were filed in Uniontown Saturday morning by the internal revenue office of the 23rd district. Among them is the White Rock Distilling company, Connellsville. The list follows:

Messmore Distilling company, Messmore \$13,980.18.

White Rock Distilling company, Connellsville, \$16,428.16.

Gray Distilling company, Mason town, \$21,471.53.

John and Norman Schmidt, proprietors of a hotel at Belle Vernon, \$505.01.

The assessment of tax was made at the distilleries on April 9, 1920.

It is understood the above list does not cover all stocks that disappeared. The Bill Pitts distillery was sold some time ago for tax. A suit based on insufficient return for the property at the sale was compromised.

The Fairchance plant is to be sold for tax.

Nearly every distillery in the county was "raided" during the activities of the "robbers."

HIT BY STRAY BULLET

Markleton Boy Shot While Passenger on Western Maryland Train.

Thomas Wheatley, 19 years old, of Markleton was injured Saturday evening when a stray bullet struck him in the head while he was riding to this city on a Western Maryland passenger train. The shooting occurred near Casparis.

The bullet struck the young man in the back of the head about an inch below the ear. It passed around his head, making a cut about four inches long. He did not know that a bullet had hit him until a passenger called his attention to the blood from the wound. Dr. L. Dale Johnson, a passenger, dressed the wound, removing the bullet. The boy was placed on Baltimore & Ohio train No. 15 and sent back to his home. He had come here in company with two other young men to attend the theatres.

ROYALLY ENTERTAINED

Visit of Mansfield Heintzbaugh, Guard, Md., Signal For Big Dinner.

His first visit to Connellsville in 15 years was the occasion for a reception and dinner for Mansfield Heintzbaugh of Guard, Md., who came down Saturday afternoon and was the guest during his stay of C. A. Wagner, whose summer home, Jean's Delight, is at Guard. Mr. Heintzbaugh had been promised a good time should he visit the city and when it was over he agreed he had been royally entertained. Friends in automobiles met him at the Baltimore & Ohio station and he was whisked away to the Elks Home where a dinner fit for a presidential nominee was served. Later he was a guest of Mr. Wagner at a box party at the Solson theatre.

"It will not be 15 years before my next visit," Mr. Heintzbaugh remarked on leaving Sunday morning.

BOTTLERS MEET HERE

No Information Concerning Nature of Business Given. One However.

A meeting of bottlers from all over Western Pennsylvania was held here Thursday. While no immediate announcement was made of the nature of the business transacted, some information will probably be given out next week, it was said.

One bottler denied there would be any raise in price and said there would be no reduction at this time. The bottlers are becoming stockholders in a \$500,000 liquid carbonic gas plant to be built at Morgantown, W. Va.

TISSUE PRITS INJURED

Indian Head Man Caught by a Coal Cutting Machine.

Tissue Pritts, 29 years old, employed by the Sagamore Coal company in mines near Indian Head, was painfully injured Friday when he caught under a coal cutter. His foot was badly mangled and his leg bruised. He was taken to the Memorial hospital at Mount Pleasant for treatment of his injuries, which are reported not to be serious.

The injured young man is a son of Mr. and Mrs. Miles Pritts.

Another Man Injured. James Morrer, a well-known Pittsburg & Lake Erie employee, while working in the airbrake room at the Dickerson Run car shops, was injured Saturday morning by being struck by a piston rod. He was unconscious for several minutes. He was taken to his home at Dawson.

Coal Freight Rates

EFFECTIVE JULY 1, 1918.

TO EASTERN PORTS. ORIGINATING DISTRICT.

Rate per Gross Ton of 2,240 lbs.

	Pittsburg	Fairmont	G'burg	Latrobe
Baltimore, Md.	\$2.45	\$2.45	\$2.30	\$2.20
Chester, Pa.	2.10	2.05	2.00	1.90
Harrisburg, Pa.	2.10	2.05	1.90	1.80
Johnstown, Pa.	2.10	2.05	1.90	1.80
Lebanon, Pa.	2.10	2.05	1.90	1.80
New York, N. Y. (37th St.)	2.50	2.45	2.30	2.20
New York, N. Y. (Battery)	2.50	2.45	2.30	2.20
Philadelphia, Pa.	2.10	2.05	1.90	1.80
Sparrows Point	2.10	2.05	1.90	1.80
St. George, Pa.	2.10	2.05	1.90	1.80
South Bethlehem, Pa.	2.10	2.05	1.90	1.80
Syracuse, N. Y.	2.10	2.05	1.90	1.80

TO ATLANTIC PORTS VIA P. R. R.

	Pittsburg	Fairmont	G'burg	Latrobe
Greenwich, local	2.35	2.30	2.05	1.95
Greenwich, export	2.20	2.15	1.90	1.80
South Amboy, P. O. R. vessels	2.40	2.35	2.10	2.00
Harrisburg, Pa.	2.10	2.05	1.90	1.80
Greenville, S. C.	2.40	2.35	2.10	2.00
Canton, S. C.	2.10	2.05	1.90	1.80
Canton, S. C., export	2.10	2.05	1.90	1.80

TO ATLANTIC PORTS VIA B. & O.

	Pittsburg	Fairmont	G'burg	Latrobe
St. George Coal Piers	2.10	2.05	1.90	1.80
St. George for Export	2.10	2.05	1.90	1.80
Philadelphia Coal Piers	2.10	2.05	1.90	1.80
Philadelphia for Export	2.10	2.05	1.90	1.80
Curry Bay Piers	2.10	2.05	1.90	1.80
Curry Bay for Export	2.10	2.05	1.90	1.80

The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania state line to Johnstown is \$1.40 per net ton. Rates to Johnstown from Greensburg and Latrobe groups apply specifically from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa.; from points on the Smithfield & Masonown Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.

	Pittsburg	Fairmont	G'burg	Latrobe
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)	(4)
Canton, O.	\$1.35	\$1.41	\$1.40	\$1.50
Chicago, Ill.	1.45	1.45	1.45	1.45
Cleveland, O.	1.45	1.45	1.45	1.45
Columbus, O.	1.45	1.45	1.45	1.45
Detroit, Mich.	1.45	1.45	1.45	1.45
Indianapolis, Ind.	1.45	1.45	1.45	1.45
Toledo, O.	1.45	1.45	1.45	1.45
Youngstown, O.	1.45	1.45	1.45	1.45
Lake Ports	1.45	1.45	1.45	1.45

TO CANADIAN PORTS.

	Pittsburg	Fairmont	G'burg	Latrobe
Fort Hamilton, Ont.	1.75	1.75	1.75	1.75
Buffalo, N. Y.	1.75	1.75	1.75	1.75

These rates apply in a general way to shipments from the territory described. There are, however, numerous exceptions to the specific rates quoted and in each case before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the Tariff naming the rate in question.

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale, south to, but not including, Brownsville on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad; and eastward to Dickerson Run and southward to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Brazzelle and all Monongahela River; and on the New York Central line from the Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

Local Man Advanced in Navy.

The Navy Department has announced that Clifford D. Spencer, 20 North Third street, West Side, serving on the U. S. S. Panther, now stationed at Constantinople, Turkey, has been advanced in rating from seaman second-class to yeoman third-class.

FOUR TRUSTIES MAKE ESCAPE FROM UNIONTOWN JAIL

Prisoner From Smock Believed One Who Picked Lock of Door.

On Meyersdale Police Force.

CUMBERLAND, Sept. 27.—John C. Plugh of this city has been named a member of the Meyersdale police force.

CONFINED IN BASEMENT

"All's Well" When Turnkey Makes Rounds at Midnight but Quartet Missing at 5:20; Two Sent from Connellsville Are Among Fugitives.

Four trustees, two of them sentenced from Connellsville, made their escape Saturday morning by picking a lock of the door to their sleeping apartments in the basement of the jail.

The missing men are: John Jenkins, sentenced to 90 days by Alderman Fred Munk, Connellsville, for vagrancy; made a trustee September 4; two months to serve.

Alfred Clowser, Akron, O., sentenced to three months for larceny of a suit of clothes at Brownsville; made a trustee August 28; one month to serve.

Charles Lotrick, sentenced by Alderman Fred Munk to six months for vagrancy; made a trustee August 6; four months to serve.

Luke Wiley, Smock, sentenced to six months and costs for carrying concealed weapons, assault and battery, aggravated assault and battery and pointing firearms; made a trustee September 22, two days before his escape.

Wiley is regarded by the jail authorities as the guiding spirit. He is said to have had considerable knowledge of locks and is believed to have been the one who opened the door. After the escape of the prisoners the day turnkey recalled that he had had trouble with the lock yesterday but did not at the time pay particular attention to it.

The men were in their quarters at midnight when Night Turnkey Harry McIntire made the rounds. They were gone at 5:20 and the door was standing wide open. Their beds had not been used.

REV. SHOWERS RETURNED

Will Enter Seventh Year With U. L. Congregation; Other Assignments.

Rev. J. S. Showers was reappointed pastor of the United Brethren church at the closing session Sunday night of the annual Allegheny conference held in the United Brethren church at Johnstown. Rev. Showers enters upon his seventh year as pastor of the church here.

Rev. T. C. Harper, formerly pastor of the Mount Pleasant church, was assigned to the Latrobe church, while the new pastor at Mount Pleasant is Rev. C. W. Hendrickson. Other appointments include: Rockwood, Rev. G. E. Buhart; Everson, Rev. J. T. Farnsworth; Scottsdale, Rev. G. R. Strayer; Somerset, Rev. J. F. Feighan; Central City, Rev. J. K. Huer of Brookwood, Fayette county; Dunio, Rev. L. W. Stahl; Greensburg, W. R. Funk; Wilkensburg, Rev. C. W. Winney; Beaverdale, J. S. College; East Pittsburg, W. H. Spangler; Knoxville, J. B. Keln; Fayette, E. E. Odinson.

Rev. C. E. Olewine, who was pastor of the Fayette church, has gone to Nebraska, from which state he came.

MRS. ANNE RYNDOLDS.

Mrs. Anne Ryndolds, 61 years old, died Sunday at the home of her daughter, Mrs. George O'Brien, at Brownfield. In addition to Mrs. O'Brien she is survived by two sons, John and Robert Ryndolds.

Mrs. Ryndolds resided at Broad Ford a number of years ago and is known in Connellsville.

MRS. HENRY W. COULTER.

GREENSBURG, Sept. 27.—Mrs. Stella Coulter, wife of Henry Coulter of Greensburg, died Saturday at the Westwood hospital, Pittsburg, where she was awaiting an operation. Mrs. Coulter was a daughter of Judge and Mrs. John B. Head of Greensburg. Three sons and a daughter survive, in addition to the husband. Her parents, two sisters, Mrs. Ralph Jamison of Greensburg and Mrs. Donald Warren of Brooklyn, and a brother, Paul Head, Greensburg.

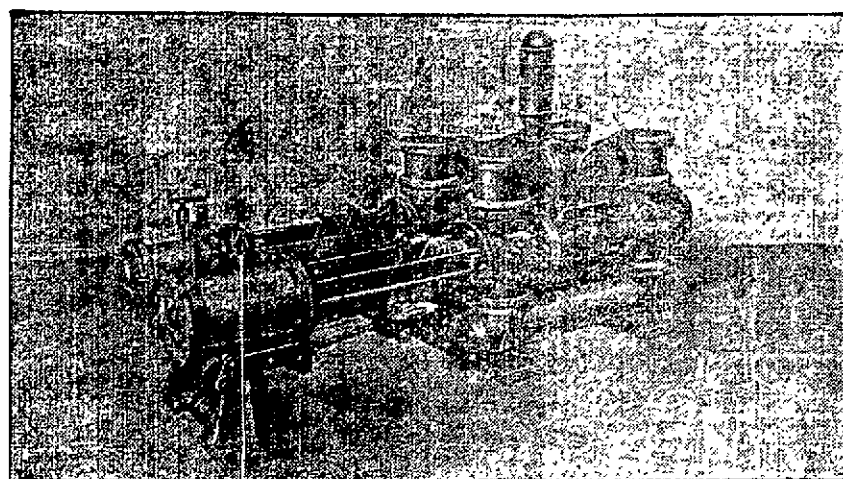
MRS. OPHELIA KOONS.

Mrs. Ophelia Koons widow of William Koons, died Sunday morning at

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The Connellsville Coke Trade

is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$2.00 a year, payable in advance.

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Ovens	Ovens
Becla Coke Company, Plants 1 and 2, 800	U. S. Coal & Coke Co., Plants 1, 2 and 3, 650
Oliver & Snyder Steel Co., Plants 1, 2 and 3, 1,100	Cascade Coal & Coke Co., Tyler and Snyderville Bldg., 600
Austin Coal & Coke Co., Plants 1 and 2, 425	H. C. Frick Coke Co., Torkun, Shof and Wtner, 1,000
Colonial Coke Company, Smock, 100	Struthers Coal & Coke Co., Fairbank Works, 180

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